1-11. (CANCELED)

12. (NEW) A method for the operation of a drive train for powering a mobile vehicle with a drive engine which, on the one hand, via a hydrodynamic torque converter with a pump impeller (3) and a turbine rotor (4), powers a speed-change step-down transmission (5) for driving the propulsion drive and, on the other hand, powers an auxiliary drive for driving at least one hydraulic pump, such that the pump impeller (3) can be connected via a clutch (2) to the drive engine and the turbine rotor (4) is connected to the step-down transmission (5), wherein the clutch (2) is regulated in such a manner that regardless of drive engine speed, an actual speed of the mobile vehicle corresponds to a specified speed.

13. (NEW) A method for the operation of a drive train for driving a mobile vehicle with a drive engine which, on one hand, via a hydrodynamic torque converter with a pump impeller (3) and a turbine rotor (4), powers a speed-change step-down transmission (5) for driving a propulsion drive and, on another hand, powers an auxiliary drive for driving at least one hydraulic pump, such that the pump impeller (3) can be connected via a clutch (2) to the drive engine, wherein the clutch (2) is regulated in such a manner that regardless of drive engine speed, an actual torque of the turbine rotor (4) does not exceed a predefined, specified torque.

14. (NEW) The method for the operation of a drive train according to claim 12, wherein in thrust operation a service brake is actuated when the specified speed is exceeded.

15. (NEW) The method for the operation of a drive train according to claim 12, wherein the service brake is actuated in such a manner that the actual speed corresponds to the specified speed.

16. (NEW) The method for the operation of a drive train according to claim 12, wherein the clutch (2) is regulated as a function of the speed of the drive engine and the difference between the actual speed and the specified speed.

17. (NEW) The method for the operation of a drive train according to claim 13, wherein the clutch (2) is regulated as a function of the speed of the drive engine and the difference between the actual torque and the specified torque.

18. (NEW) The method for the operation of a drive train according to claim 12, wherein the clutch (2) is located inside a converter housing (1) and is cooled by a liquid present therein.

19. (NEW) The method for the operation of a drive train according to claim 12, wherein a speed can be specified by means of a driving pedal (12).

20. (NEW) The method for the operation of a drive train according to claim 12, wherein the clutch (2) can be actuated by an electronic control unit (7) and a proportional valve (16).

21. (NEW) The method for the operation of a drive train according to claims 12, wherein the clutch (2) is actuated by an actuation pressure which is adjusted as a function of an actual pressure inside a converter housing (1).

22. (NEW) The method for the operation of a drive train according to claims 12, wherein the clutch 2 is located outside a converter housing (1) and is cooled by a coolant liquid.